

PROCESSING

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S E C R E T

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COUNTRY East Germany

REPORT

SUBJECT Construction Work near Wittenberg  
Airfield, possibly a guided  
missile site.

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REFERENCES

DATE OF  
INFO.

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PLACE &  
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

three-page report which gives information on construction work near Wittenberg airfield. The work may be related to a missile site. A sketch which shows the shape of three sunken pits, and the locations of the guard shack, and wooden crates is also included.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)									

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4. Around the 10th of September a large crew of workers was brought into the area from the Erzgebirge, possibly from the Wismut complex, and had started rush construction in the extensive meadows which lie beyond the northern end of the main runway at the Wittenberg airfield. No local labor was used at all, and the workers will leave as soon as construction has been completed; work is progressing at night as well, and the Soviets have put up large batteries of flood-lights to permit construction around the clock. Initial work involved the laying, almost flush with the surface of the ground, of a concrete platform, several centimeters thick, covering an extensive area, some 200 by 250 meters in its lateral dimensions, with indications that this concrete platform will be extended as time goes on to encompass a larger surface area. To date, three peculiar sunken pits have been installed in this concrete platform, some 30-40 centimeters deep, and approximately 15-18 meters square (see attached sketch, not drawn to scale). The front corners of these pits are slightly rounded, and in the rear they taper off in a fish-tail about 3 meters long, truncated by a tail piece some 2 meters wide. The entire pit is lined with concrete, but has no equipment installed as yet; there are three of these pits completed to date, as shown on the attached sketch, and although speculation is rife, no one has the slightest idea to what purpose they will be put. The area is under heavy guard by the Soviets, although no fences have been built to date. A guard shack has been thrown up in the area shown on the sketch, and curious residents are admonished to stay away from the area.

5. In this same connection, two trains arrived around the 9th or 10th of September, ostensibly from the Soviet Union, consisting each of several flatcars, each of which bore two large wooden crates, approximately 6 meters long, 6 meters wide, and 4 meters high. [redacted] 12 such crates came on each train, and six have already been transported to the site, and located in the position shown on the sketch. The remainder are still on flatcars in the Wittenberg railroad station, where they are heavily guarded by Soviet troops. The crates themselves were moved from the station to the construction area by unusually large prime-movers with trailers, which seemed to be at the same height as the flatcars, permitting the heavy cases to be moved right onto the trailers for movement to the site. A heavy crane was used to shift the boxes onto the trailers, and again to unload the crates at the construction site, where [redacted] they are guarded by a constant detail of at least six Soviet soldiers, two on each end, and two who sit on top of the crates. The boxes themselves are covered with Cyrillic letters [redacted]

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**SECRET**

6. [redacted] one of the trains (which were moved by German locomotives), had a coach with Soviet soldiers, presumably guard personnel, and [redacted] a Soviet civilian appeared from it, bearing a bulging briefcase and a roll of plans; this Soviet is now supervising all measurements and location of the pits, with the measurements being done in all instances by Soviet soldiers.

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7. It is presumed that the remaining 18 wooden cases will be moved in the near future from their present site at the railroad station to the construction area, where they will be stored with the crates already located there. They have not been opened, however, and their contents is the subject of much speculation.

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END OF RUNWAY ~~SECRET~~

NOT TO SCALE

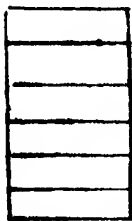
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200 meters

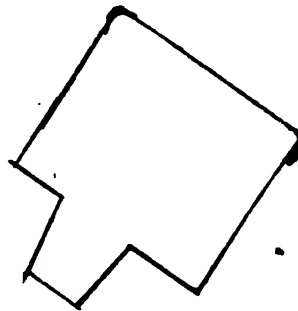
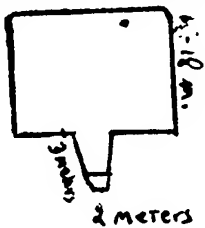
guard  
shack



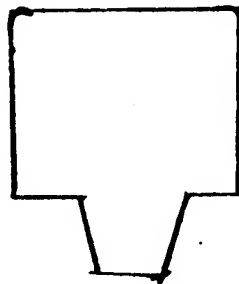
stacked  
wooden  
crates



15-18 meters



250 meters



(approximate)



(Note: all three pits are of the same size, even though the drawing does not so indicate.)

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concrete platform

several cm thick

some cover an area  $200 \times 250 \text{ M}^2$  in lateral dimensions" (640' x 800')

3 sunken pits installed (so far) on the above platform

pits 30-40 cm ~~thick~~ deep (11.7" to 15.6")

" @ 15-18 m square (48' x 57')

front corners are slightly rounded in the rear the pit tapers off in a fish tail @ 3 m long

entire pit is concrete lined

Crates (wooden)

RR  
two on each flat car

(14')

(14')

(13')

6 m long, 6 m wide & 4 m high

two trains arrived, each with 12 crates

i.e. total # of crates 24

six of these crates have been taken to constr. area and stored on one side.

[redacted] the Wittenberg airfield was used exclusively by Soviet airforces, and included a substantial number of jet aircraft, primarily fighters.

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Later [redacted], a sudden change had occurred: the jet planes had disappeared entirely, although some of the older conventional planes were still left in the area. A substantial proportion of the Soviet troops in the area had also been transferred, presumably to the Bessan area, and the story was going around that the new troops would be coming directly from the Soviet Union, and had never seen service outside the USSR before. Recently, a new Soviet general has been seen in the area, apparently making an inspection, [redacted]

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